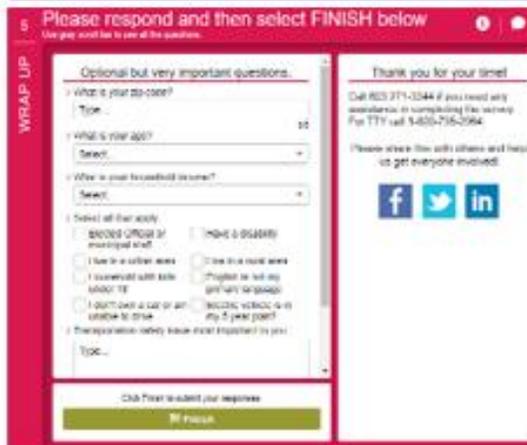
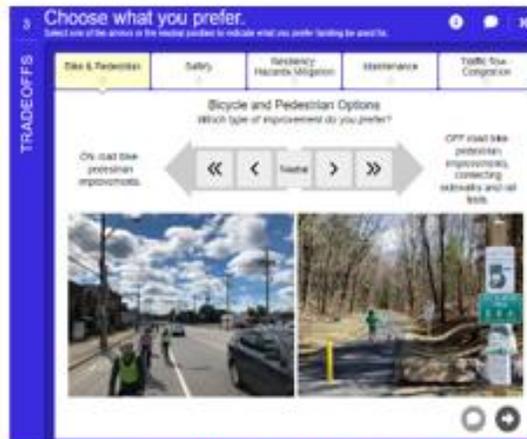
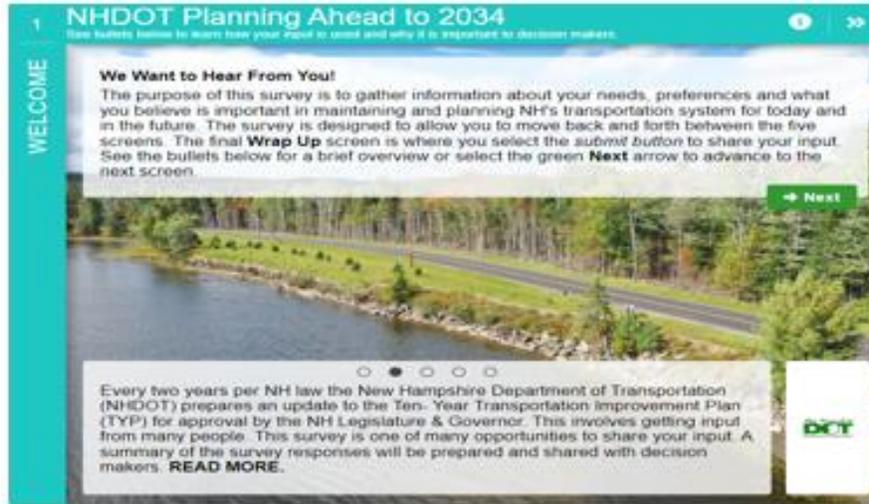


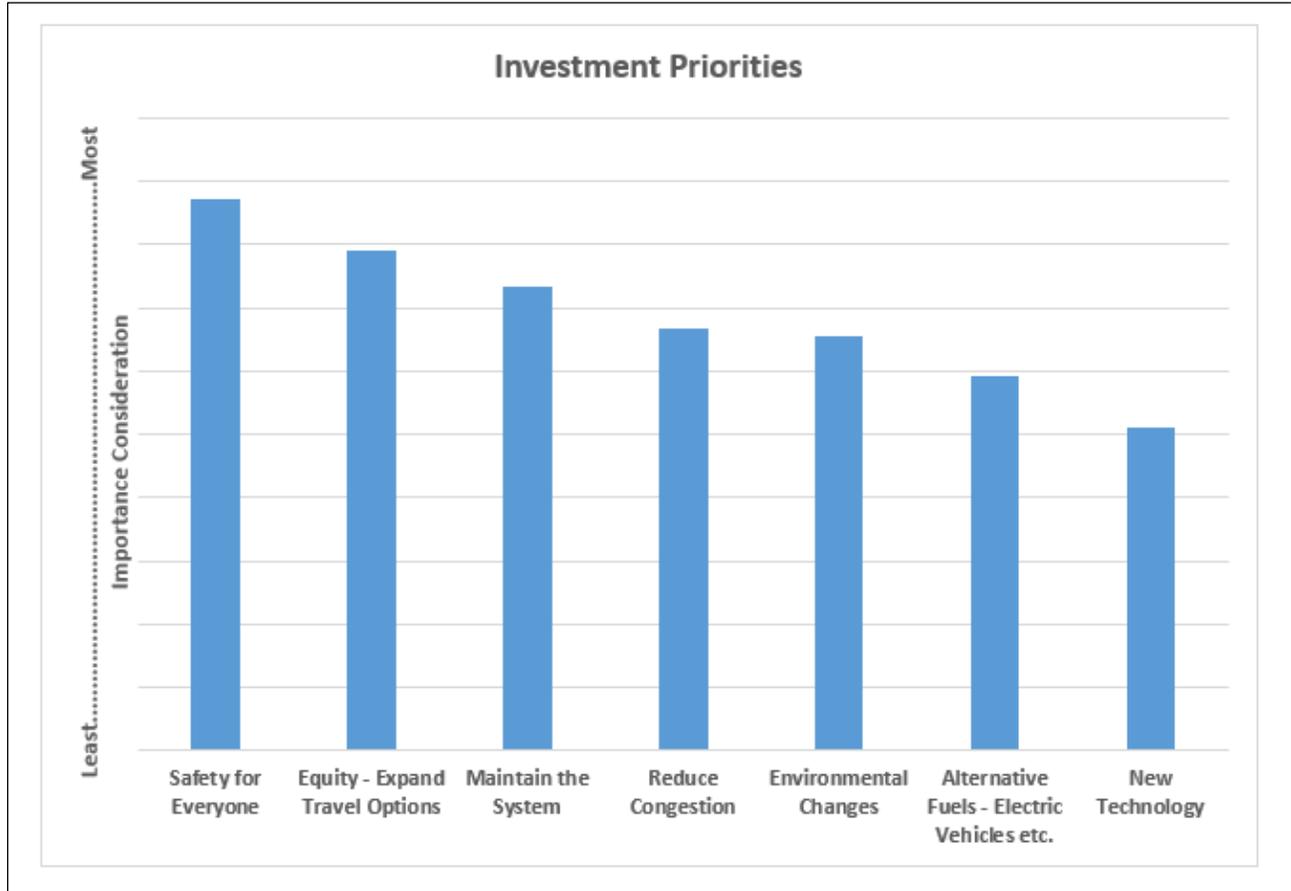
# NHDOT Planning Ahead 2034 – Online Survey Draft 2025-2034 Ten Year Plan

## Survey Overview



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## Priority Ranking

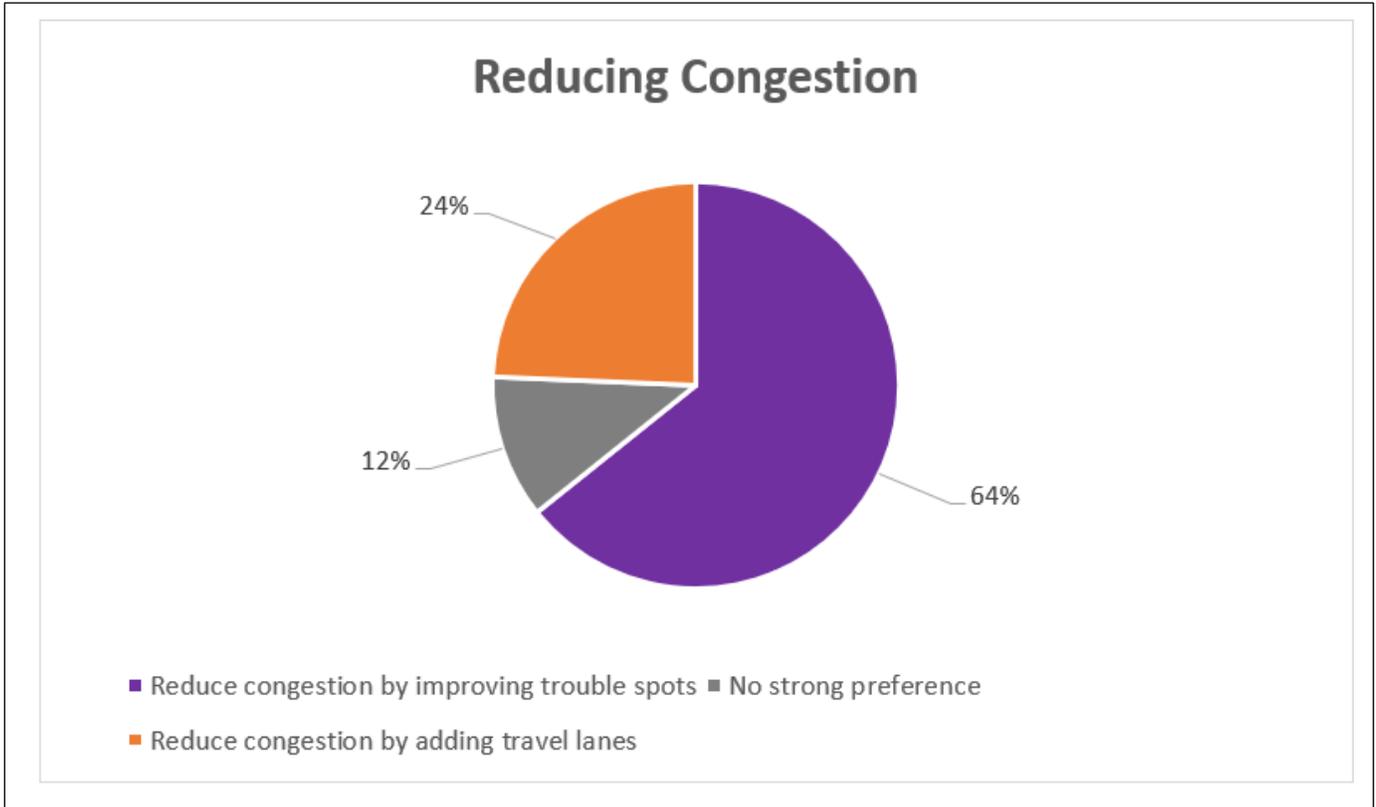


The above results represent responses to the ranking of NHDOT policy approaches regarding the state’s approach to investing in the transportation system.

- Improving safety was the highest ranked investment for the transportation system.
- Expanding travel options (bicycle, pedestrian, transit, rail, and electric vehicle infrastructure availability) and maintaining the system ranked at the top below safety.
- Reducing congestion, initiating environmental changes, investing in alternative fuels and new technology ranked as an investment need.

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## TRADE OFFS

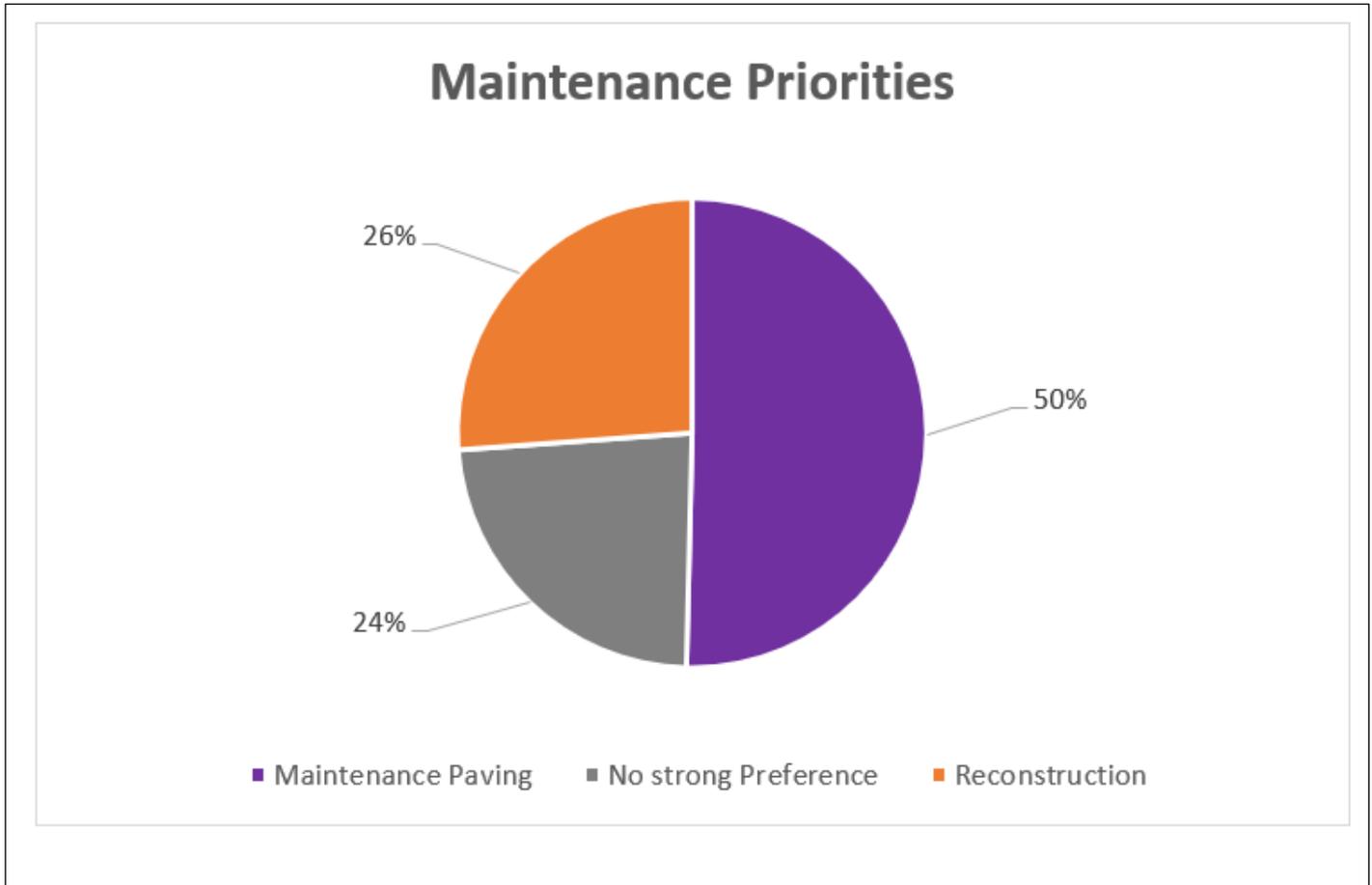


**Respondents were asked to indicate their investment preference regarding the manner that NHDOT engages in congestion improvement efforts.**

- 64% of respondents indicated a desire to engage in multiple smaller/incremental improvements in trouble spots around the state.
- 24% of respondents indicated a preference for fewer more impactful projects.
- 12% indicated no specific preference.
- The preferences expressed in these results does follow NHDOTs existing investment approach to be strategic in addressing congestion issues.

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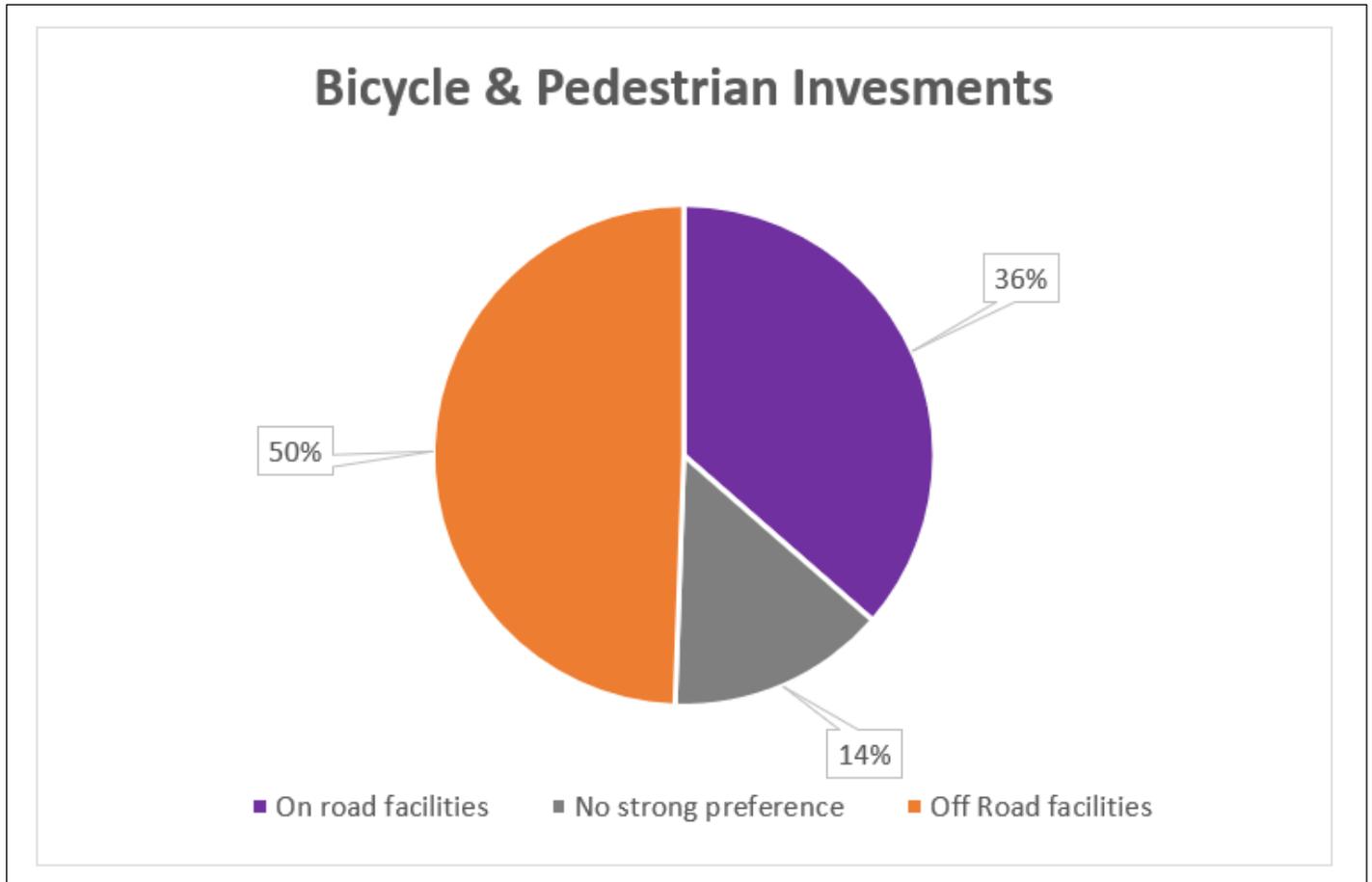
## Strategy Rating



**Respondents were asked to provide feedback regarding NHDOT’s approach to overall pavement management.**

- 50% of respondents supported NHDOT’s current practice of ‘keeping good roads good’ – as in paving more miles of good to fair roadways to keep them in fair condition.
- 26% of respondents expressed a preference for an approach that focuses on fewer, more involved roadway reconstruction projects, the ‘worst, first’ type of approach currently not supported in the TYP investment strategies.
- 24% of respondents had no clear opinion.

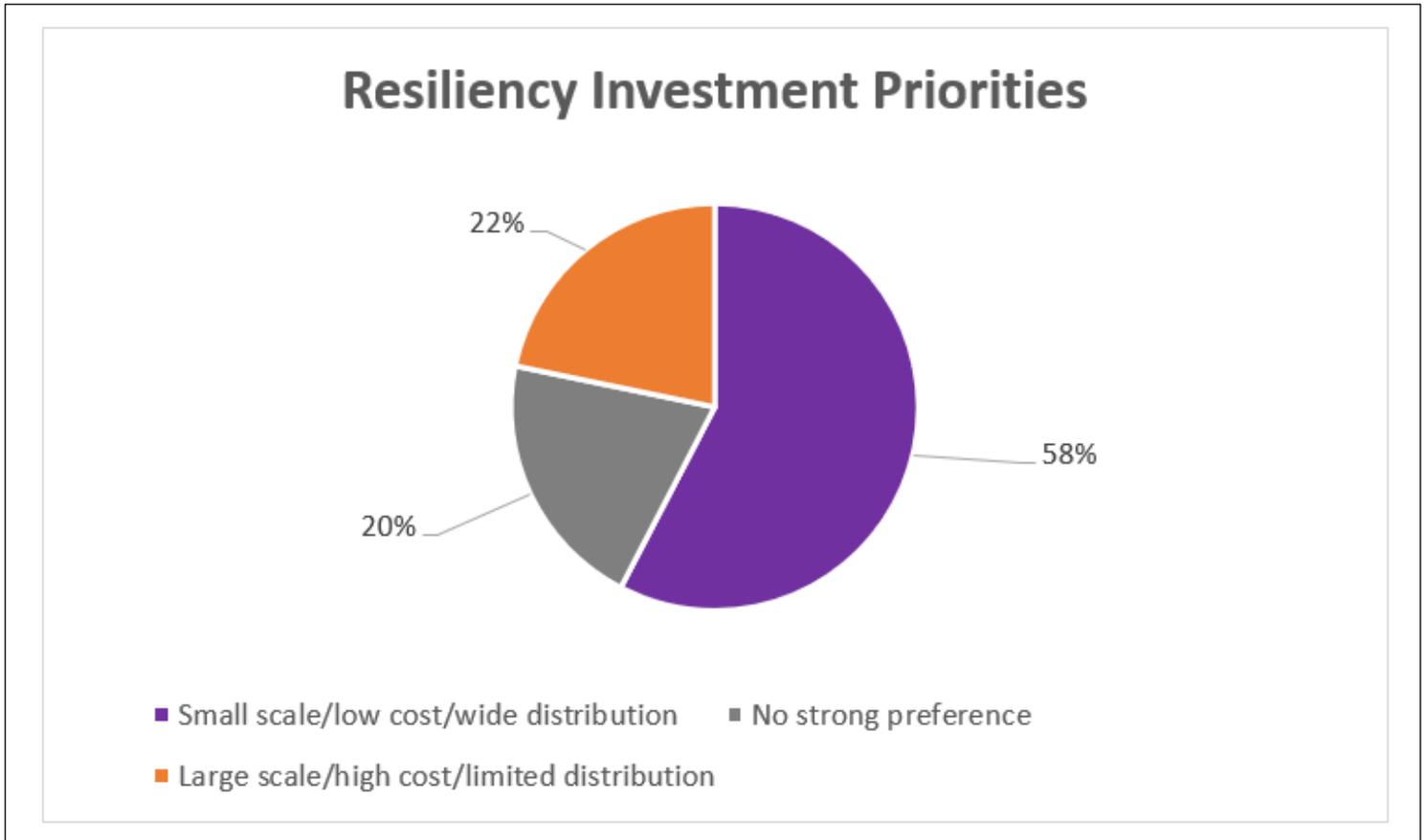
## Strategy Rating



**Respondents were asked to provide input into whether NHDOT investments in bicycle and pedestrian infrastructure should be focused on on-road facilities (along existing transportation corridors) or on offroad (separated from vehicular traffic) facilities.**

- 50% of respondents identified a preference for increased off-road facilities in NH.
- 36% expressed support for on-road facilities investment.
- 14% had no strong preference for either option.

## Strategy Rating

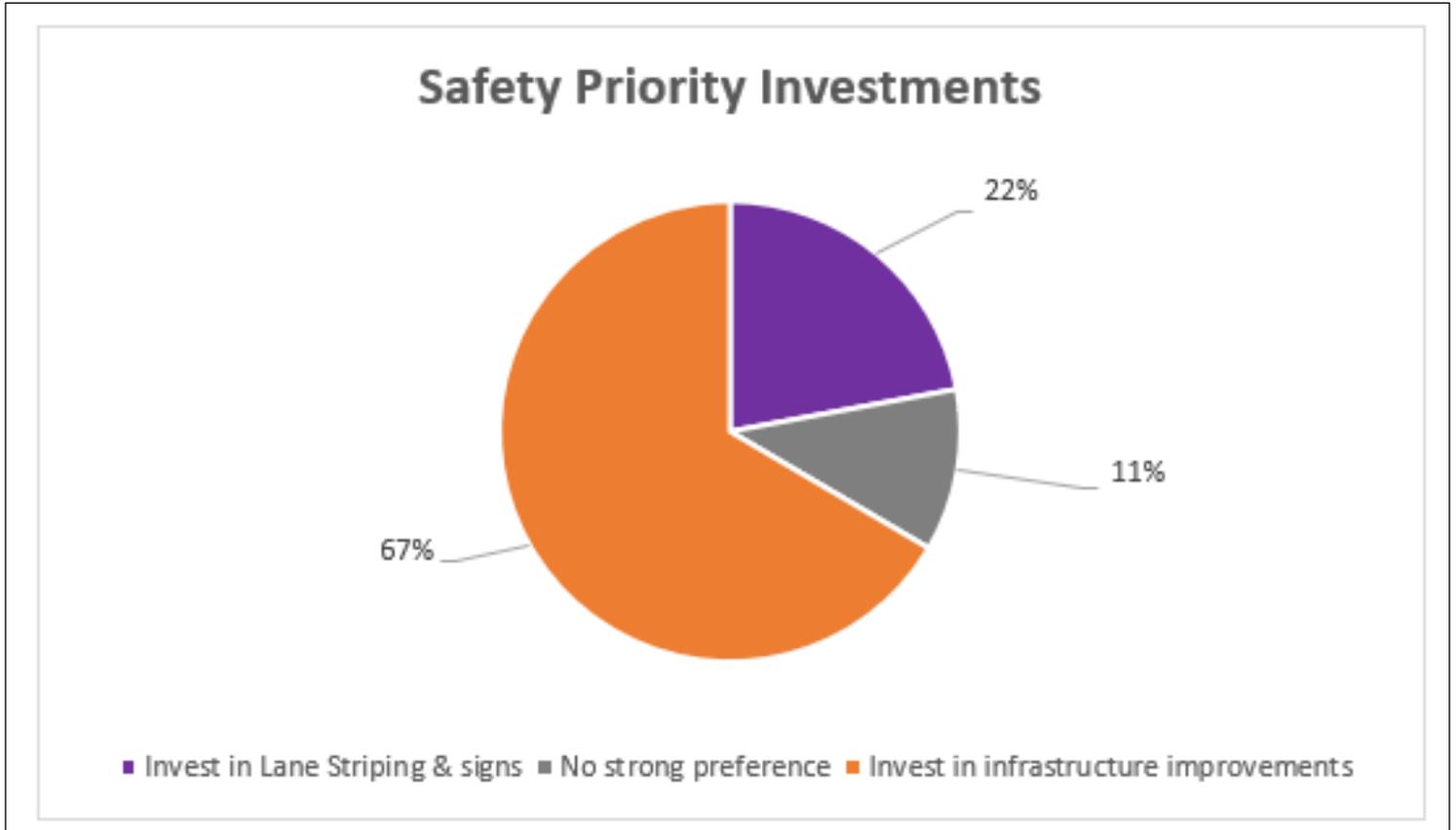


**Respondents were asked to identify support for improving the NH transportation system’s resilience to unexpected events that impede the function of the network (extreme weather events, emergencies, other).**

- 58% identified a preference to distribute many smaller scale projects in areas around the state.
- 22% noted a preference to focus on larger scale/larger cost efforts to improve fewer, more impactful projects.
- 20% expressed no clear preference for either choice.

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## Strategy Rating

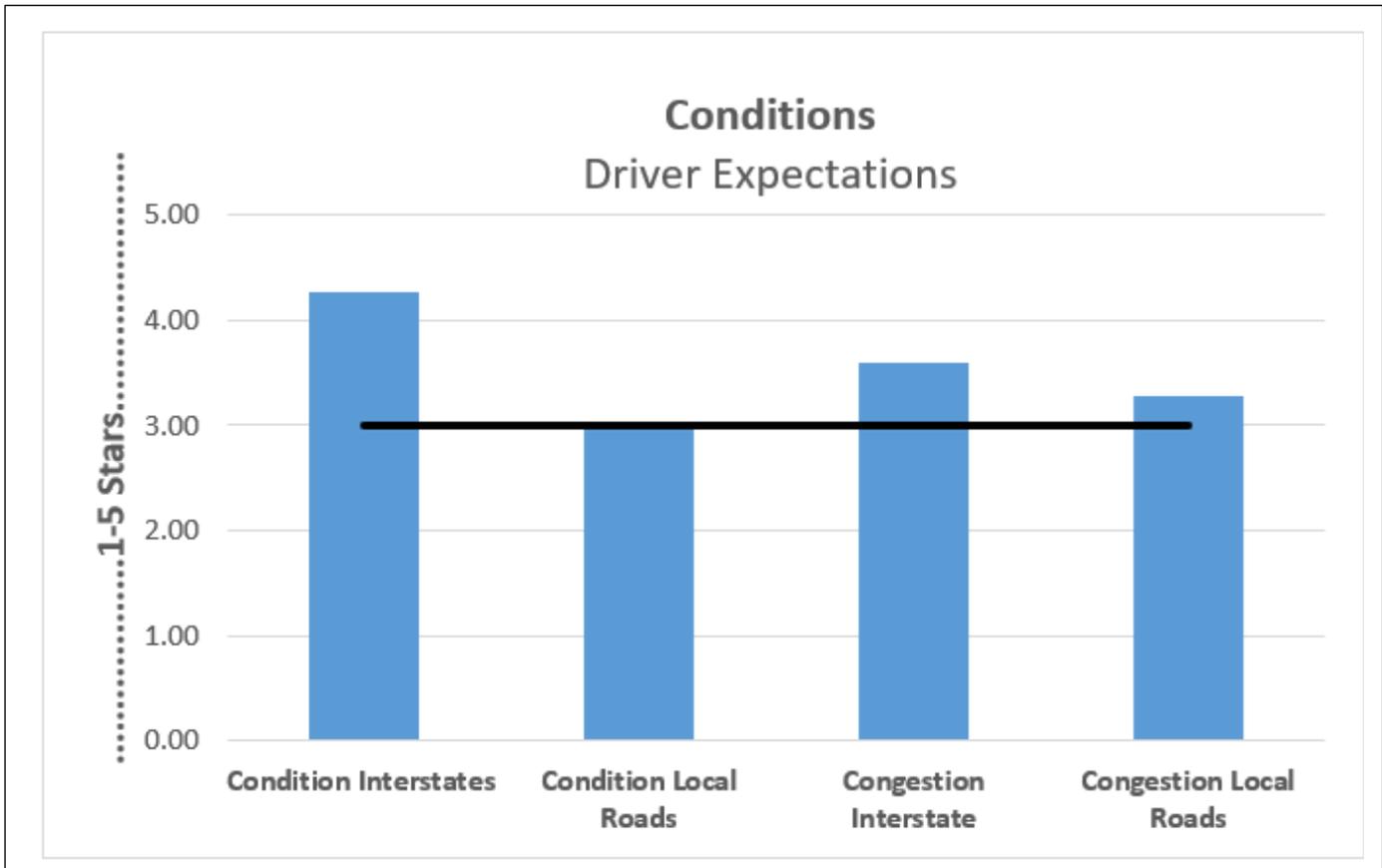


**Respondents were asked to provide feedback on the types of safety projects NHDOT should focus on with Ten Year Plan project funding.**

- 67% of respondents identified investments in fewer, larger scale projects (such as intersections) as the priority.
- 22% identified a preference for more smaller-scale 'signs-and-lines' type projects scattered throughout the state.
- 11% of respondents did not have a clear preference for either option.

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## Strategy Rating

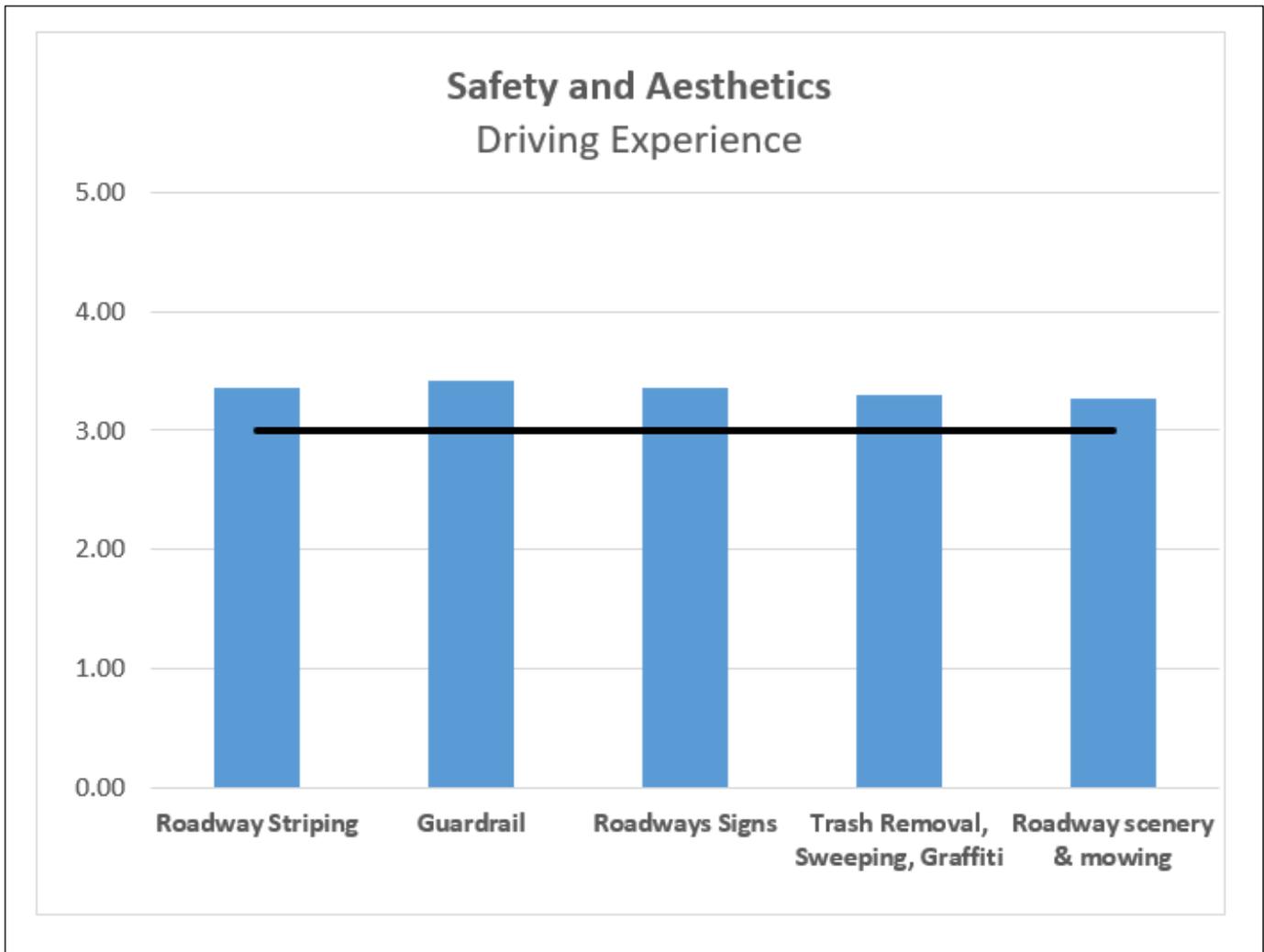


**Respondents were asked to rate the perceived condition of the state’s roadway network by selecting a number of stars (0-5; 0 being the lowest; 5 the highest).**

- Responses indicate that Interstates are in the best condition and have less congestion than local roads.
- These responses indicate that NHDOTs tier investment policy is resulting in the expected outcomes.

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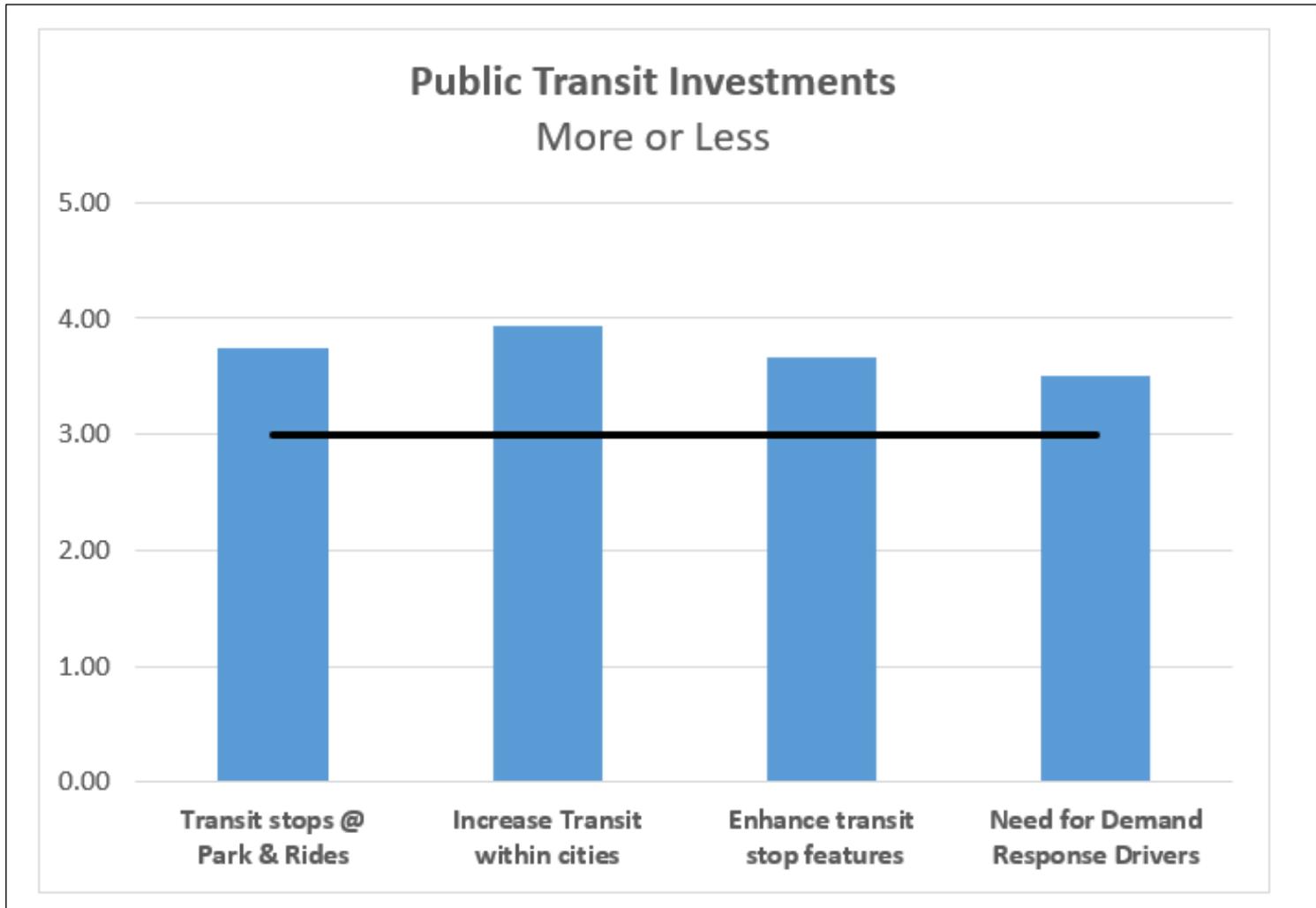
## Strategy Rating



**Survey participants were asked about their thoughts on the condition of NH’s roadway signs and aesthetics – via the same 0-5-stars rating system as previous questions.**

- Responses indicate that respondents find all evaluated attributes are above average (greater than 3 stars).
- This indicates that NHDOT is perceived to be performing well overall regarding the condition of signs, lines, guardrail, and scenery.
- Survey result indicates similar support as the previous Ten Year Plan survey.

## Strategy Rating

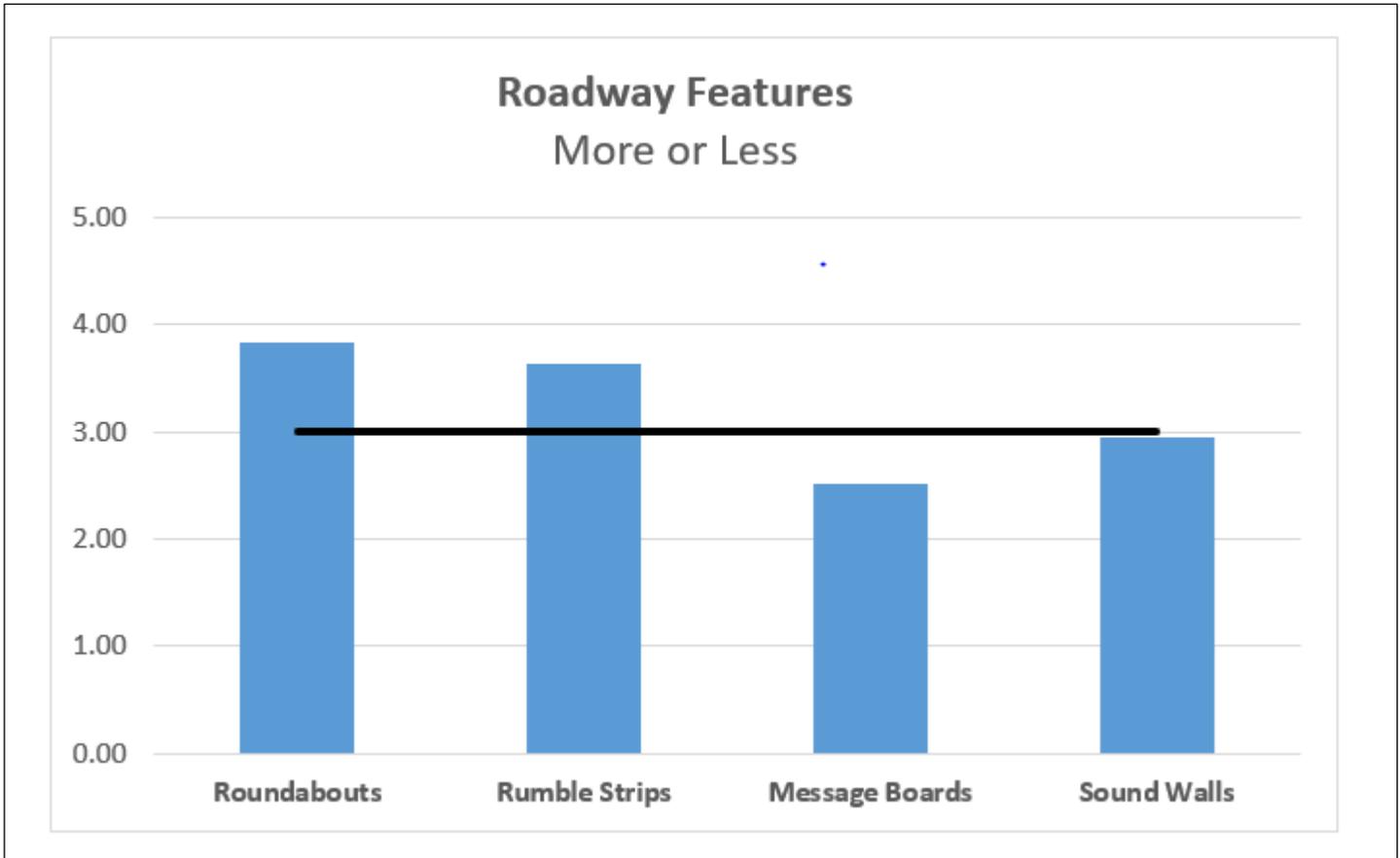


**The chart above reflects survey respondents' responses to rating investment in public transit facilities and services.**

- Responses indicate a need to increase investment in all public transit categories (greater than 3 stars).
- This indicates the investments in public transportation facilities and services is below participants expectations.

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## Strategy Rating

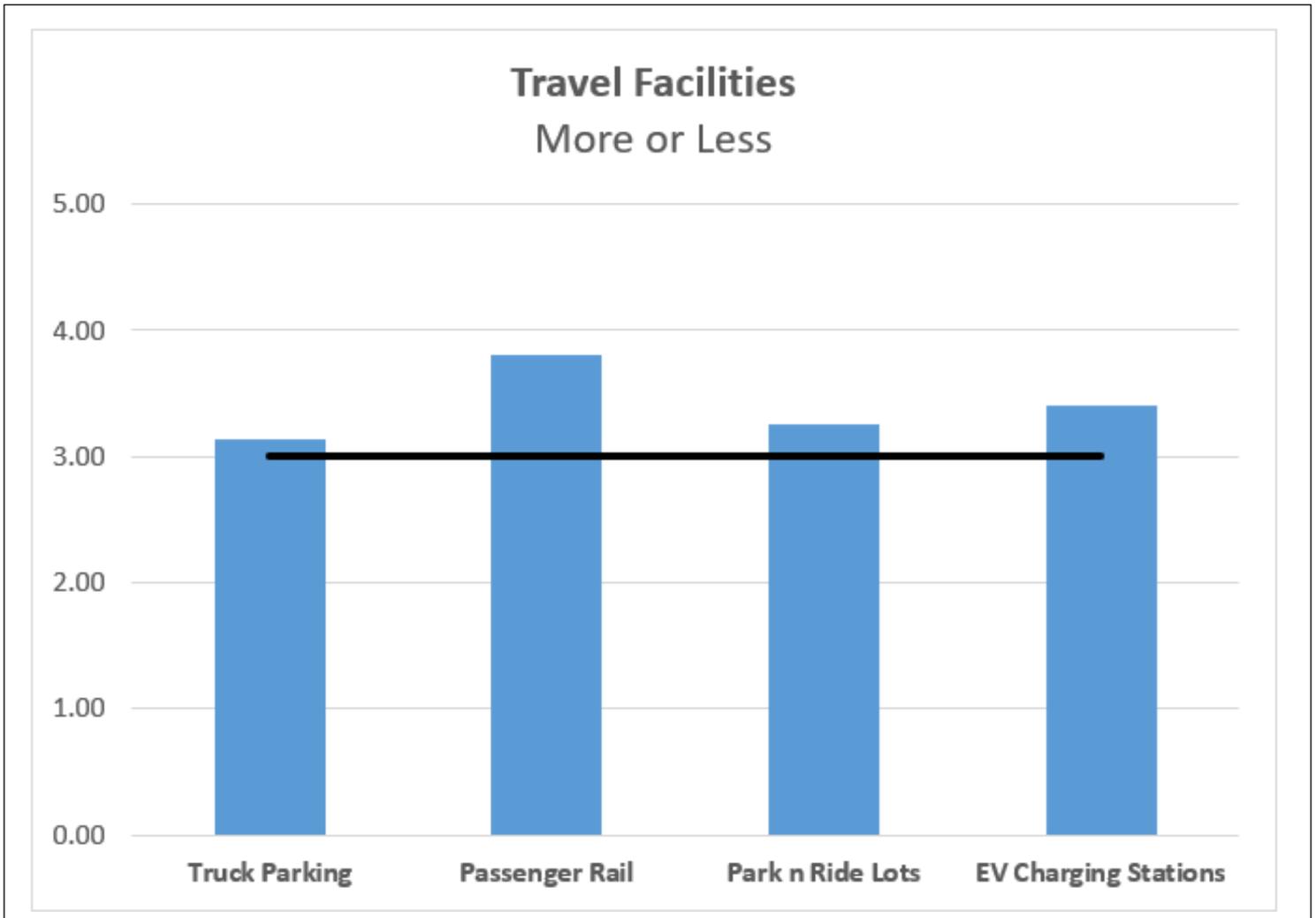


**Survey participants were also asked to provide feedback as to what types of services the public would like to see more or less of.**

- Survey responses indicated that NHDOTs current approach to implementing safety improvements like rumble strips, variable message boards and roundabouts were appropriate as currently implemented.
- Survey results also indicate soundwalls being generally supported to reduces off highway noise.
- Survey results indicates similar support as the previous Ten Year Plan survey except for Message Boards which is slightly lower.

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## Strategy Rating

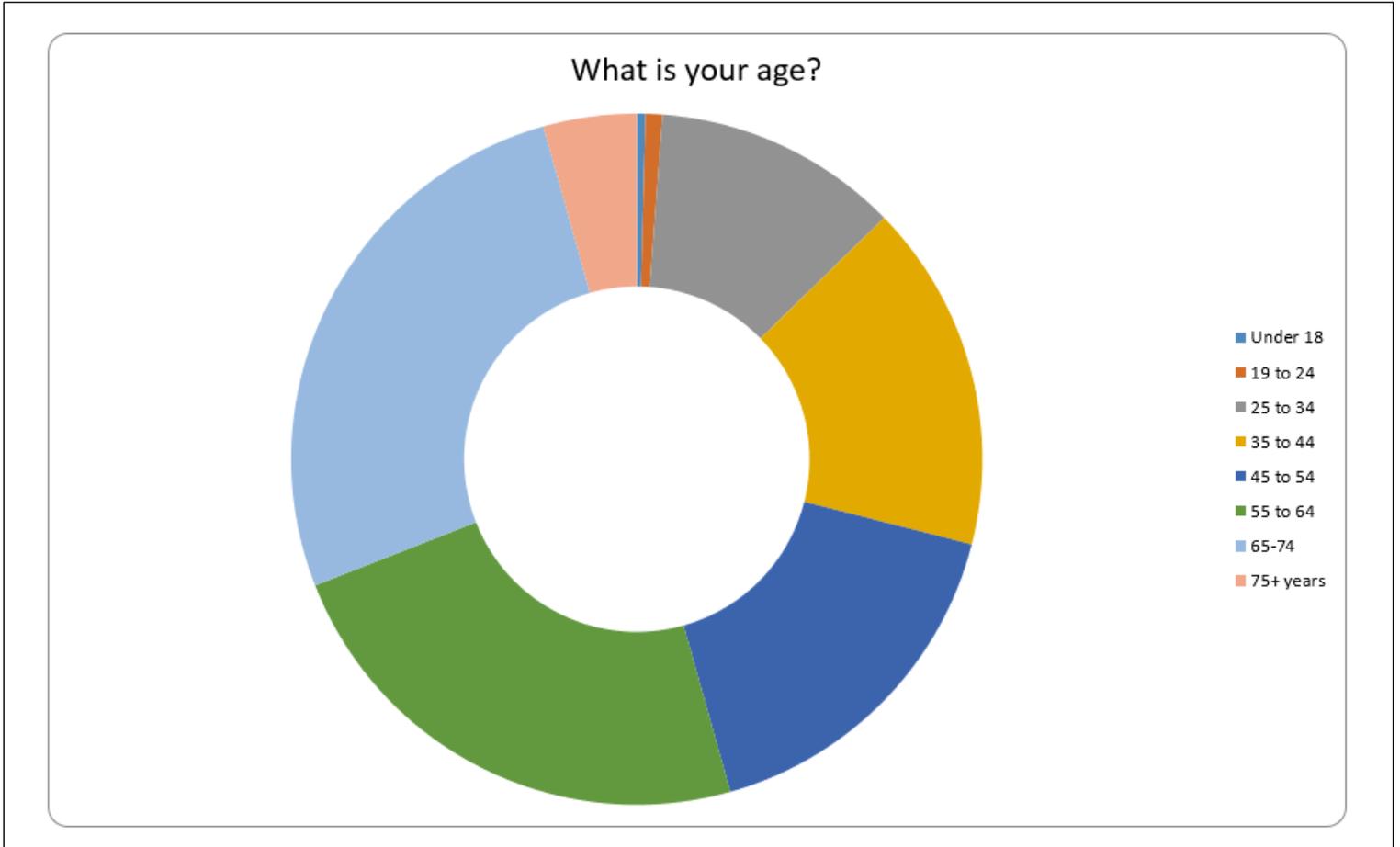


**Survey participants were also asked to provide feedback as to what types of services the public would like to see more or less of.**

- Survey results reveal a desire for Passenger Rail and Electrical Vehicle (EV) charging stations.
- Survey also reveals a general support for Truck Parking and Park n Ride Lots.
- Survey result indicates similar support as the previous Ten Year Plan survey.

## Demographics

### Age of Survey Respondents



**The NHDOT received 299 responses to our online survey.**

- As noted above, respondents trended towards the 55-74 age range.
- Responses indicate a potential need for more outreach to the younger/older aged population of the state going forward.